

(No Model.)

2 Sheets—Sheet 1

C. W. TELLER.
STREET RAILWAY CAR.

No. 567,798.

Patented Sept. 15, 1896.

Fig. 1.

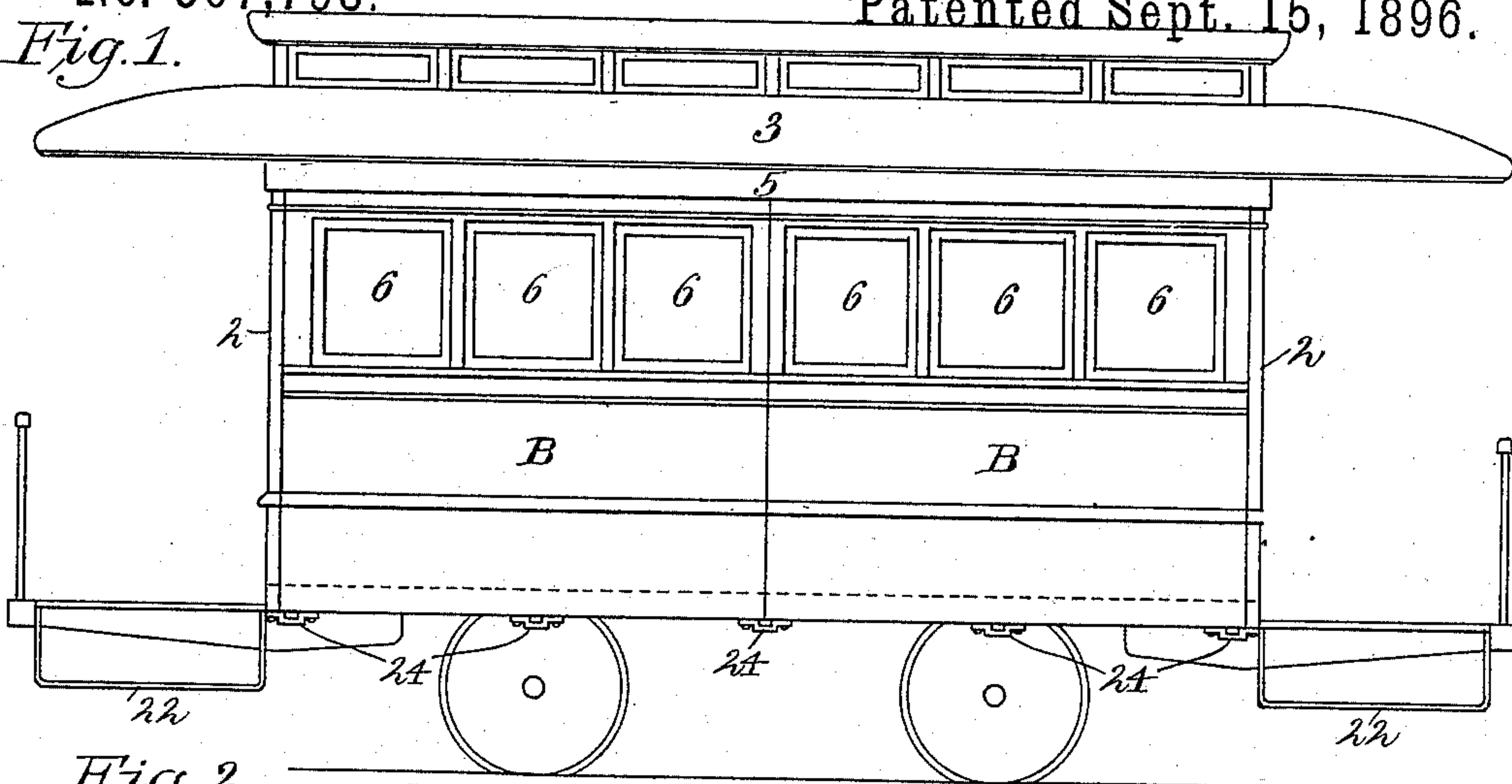


Fig. 2.

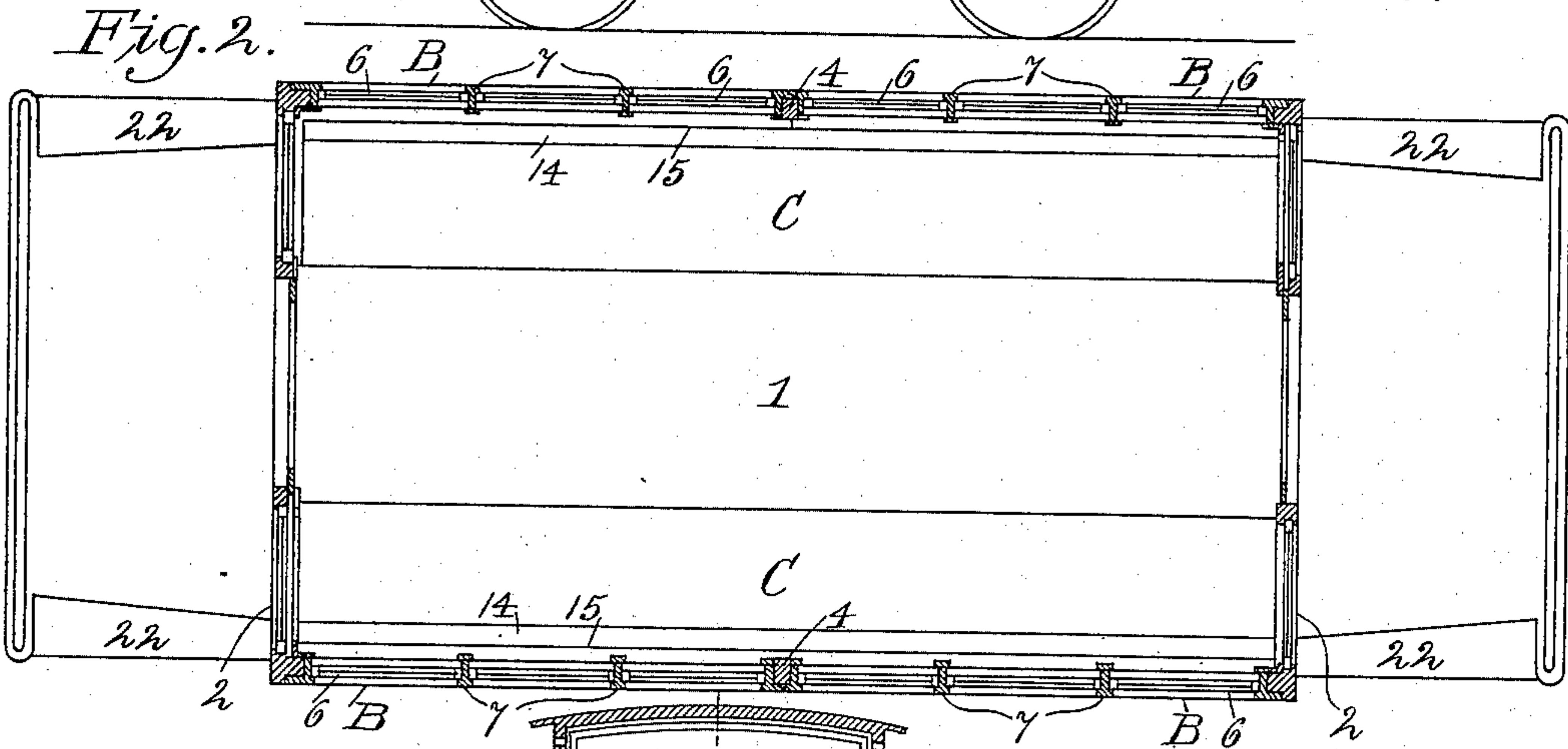
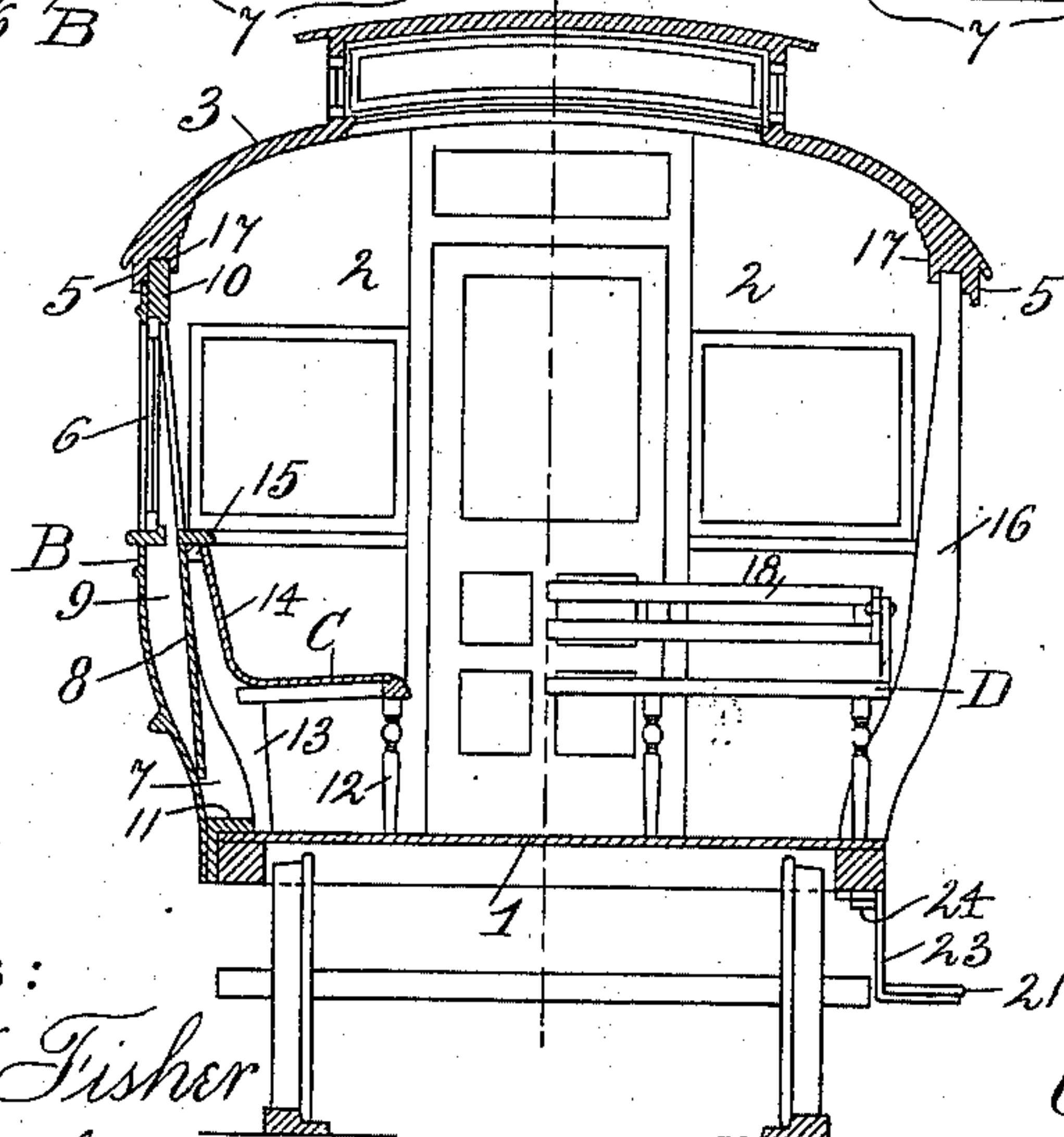


Fig. 5.



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Inventor:

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by William H. Loomis

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2 Sheets—Sheet 2.

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Fig. 3.

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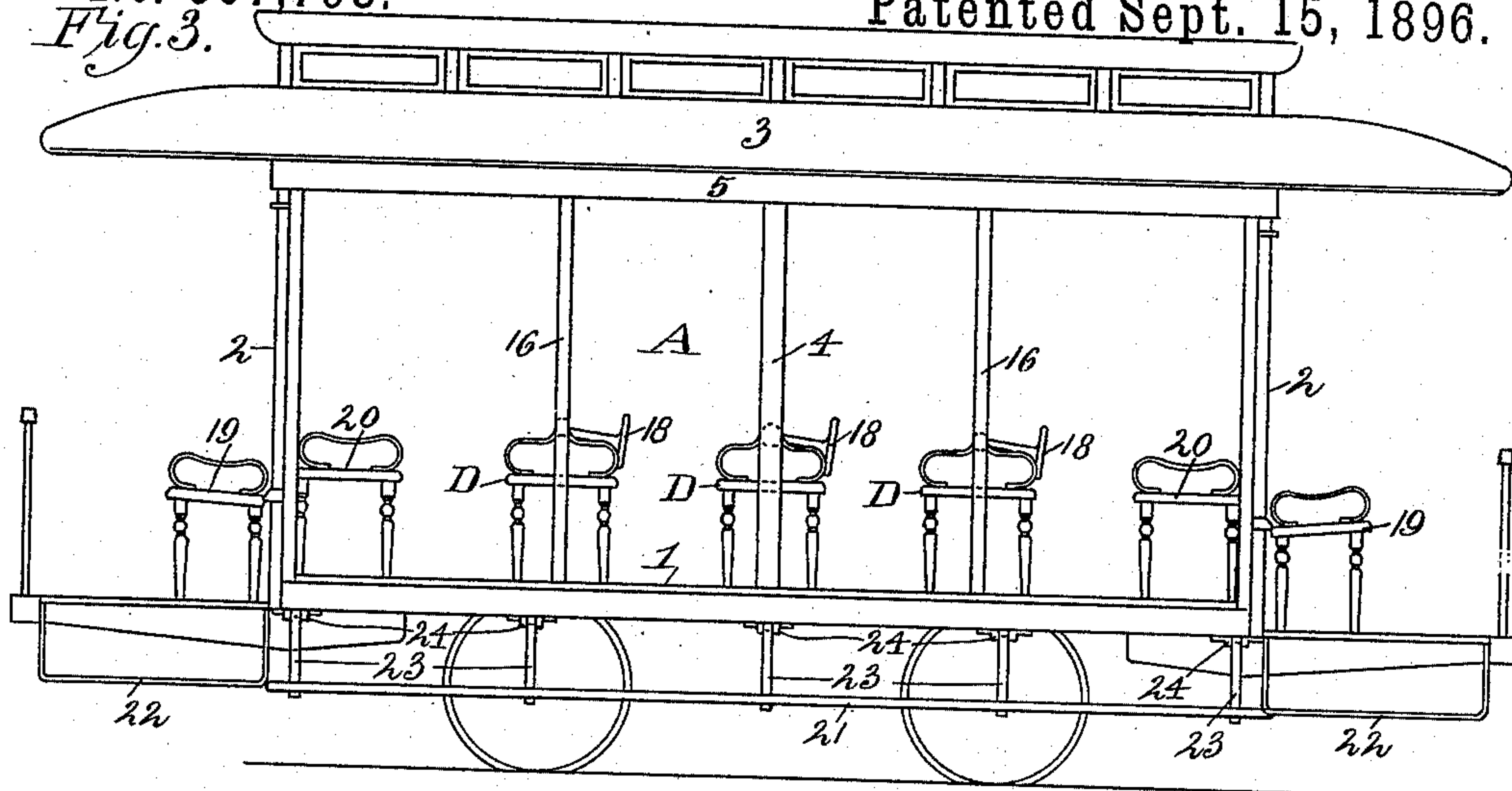
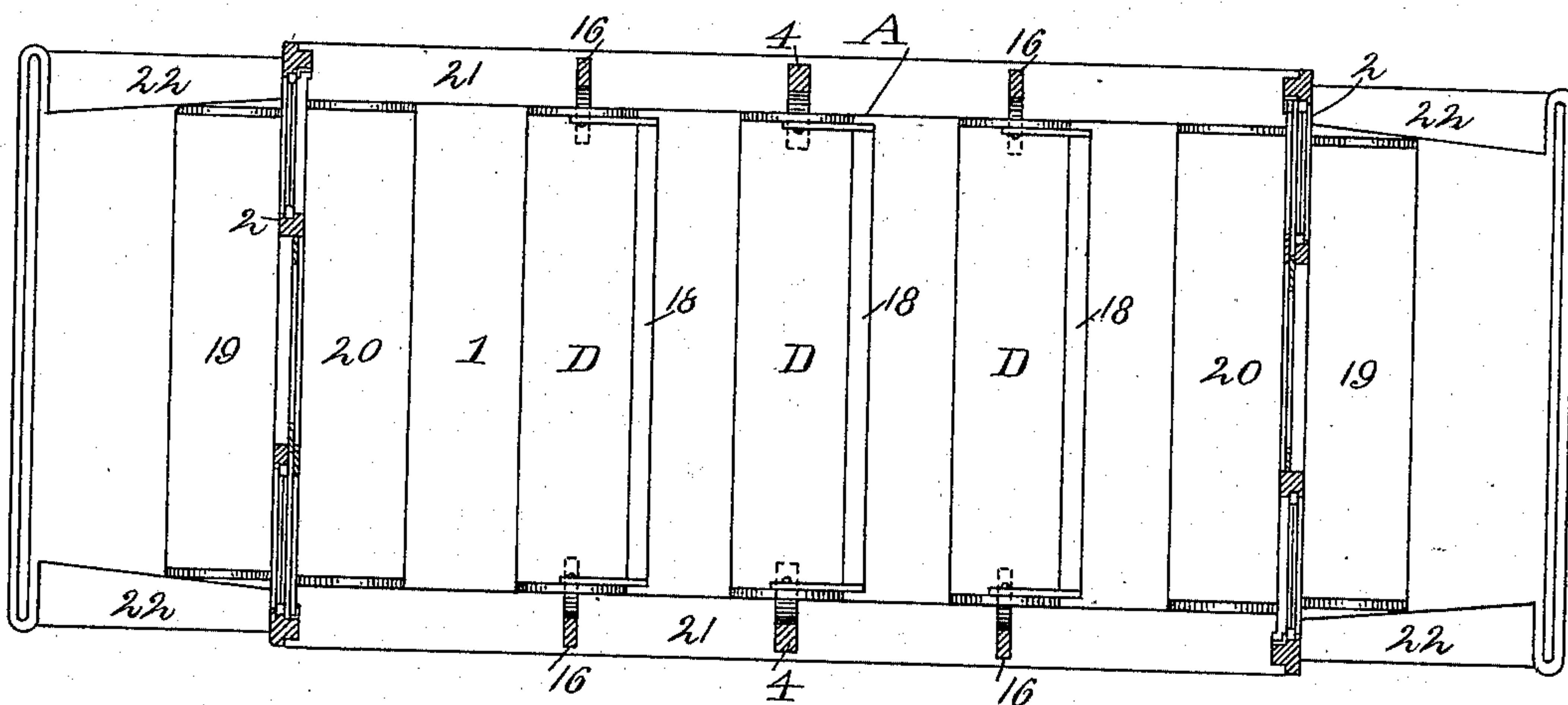


Fig. 4.



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UNITED STATES PATENT OFFICE.

CHAUNCEY W. TELLER, OF WEST TROY, NEW YORK.

STREET-RAILWAY CAR.

SPECIFICATION forming part of Letters Patent No. 567,798, dated September 15, 1896.

Application filed January 30, 1895. Serial No. 536,657. (No model.)

To all whom it may concern:

Be it known that I, CHAUNCEY W. TELLER, of West Troy, in the county of Albany and State of New York, have invented new and useful Improvements in Railway-Cars, of which the following is a specification.

My invention relates to a railway-car that is convertible into either a closed or open car according to the changes of the seasons, so that it can be used as a closed car in cold or inclement weather and as an open car in warm or pleasant weather.

In the accompanying drawings, which are herein referred to and form part of this specification, Figure 1 is a side elevation of my invention with its removable sides in place to form a closed car; Fig. 2, a horizontal section of the same; Fig. 3, a side elevation of my car with its sides removed and the seats arranged to form an open car; Fig. 4, a horizontal section of Fig. 3; and Fig. 5, a transverse section of my car, showing on the right the parts arranged to form an open car and on the left the parts arranged to form a closed car.

As represented in the drawings, A designates the skeleton body of my car, consisting of a floor 1, which is extended at each end to form the front and rear platforms, bulkheads, or ends 2, which are irremovable from the body of the car and are provided with doors and windows in the usual manner, a roof 3, which may be made in any preferred form, and center stanchions 4 for supporting the roof and for a purpose hereinafter explained. At the sides of said body, next to the roof 3, a head 5 is secured the length of the side of the car-body, and the lower edge of said head is provided with a rabbet, which is formed for a purpose that is hereinafter explained.

B represents removable panels, which form the sides for a closed car and are made equal to half the length of the car-body between the bulkheads 2, and they extend vertically from the floor 1 to the head 5, in which the upper edge of the panels B will take when the latter are in place to form a closed car. When the panels B and longitudinal seats C are removed and the transverse seats D fixed in place, clear spaces will be formed between the adjacent transverse seats to form unobstructed passages from one side of the car to

the other side, after the manner of the usual open car. Each panel B is provided with at least two windows 6, whose sashes are movable up and down, and for that purpose the panels B are provided with stanchions 7 and linings 8 to form pockets 9, into which the corresponding sash will enter when lowered, said pockets affording protection to the glass of the sash when the latter is lowered and the panels B removed from the car. At the upper edge of each of said panels a tongue 10 is formed to engage behind the head 3, so as to secure the upper edge of the side in place, and the outer siding of a panel B will enter the groove formed by the rabbet of said head and form a suitable joint at that point. At the lower side of each panel B, on its inner side, a flange 11 is formed to bear upon the floor of the car to maintain the panels B in their proper positions, and said flange is utilized for fastening the lower part of the panels B to the car by means of screws, bolts, or other fastenings.

C designates longitudinal seats, which are removably arranged in the interior of the car when the panels B are in place to form a closed car. Said seats are provided with front legs 12 and back legs 13, all of which rest upon the floor 1, and said back legs are preferably extended upward to receive a back 14 and to engage under a bead or molding 15, formed on the inner side of the panels B, whereby said seats will be retained in place and a suitable finish produced at that point.

D designates a series of transverse seats, which, after the seats C and panels B have been removed, are fixed in position for using the car as an open one, and for that purpose removable stanchions 16 are provided to support a portion of said transverse seats. The upper end of each of said removable stanchions enters a mortise formed between the head 5 and a hanging stile 17 of the framing of the car. The lower end of each removable stanchion can be held in a suitable pocket or step in or on the floor 1.

The seats D should be secured to the stanchions 4 and 16 in such manner that they remain immovable while in use, and preferably each of said seats is provided with a reversible back 18 of a usual construction to adapt the seats for use while the car is run-

ning in either direction. Other transverse seats 19 and 20 are respectively placed at the inner and outer sides of the ends 2, thereby closing the doorways of said ends, and side
 5 steps 21 are arranged longitudinally at the sides of the car to range with the plane of the steps 22 for the front and rear platforms of the car, the last-named steps being of the usual construction. The steps 21 are pro-
 10 vided with brackets 23, which are fitted to detachably engage in stirrups 24, fixed to the car A. When my invention is used as a closed car, the panels B are secured in their respective places with their abutting ends covering
 15 the face of a center stanchion 4, which will form a break-joint for said ends. After the panels B are properly secured the seats C should be fixed in their assigned places, and the car is ready for use.
 20 To convert the closed car into an open one, the seats C should first be removed. The panels B are then detached and removed from the body A, after which the stanchions 16 are fixed in their places and the seats D secured
 25 to them and to the center stanchions 4, the seats 19 and 20 are fixed in their respective

places, and the longitudinal side steps attached in the manner hereinbefore described.

By means of my invention a railway can be equipped for both summer and winter traffic 30 at about one-half of the cost of the present mode of equipment.

What I claim as my invention, and desire to secure by Letters Patent of the United States, is—

The combination, with a skeleton car-body 35 composed of a floor, 1, irremovable bulkheads, 2, irremovable stanchions, 4, roof, 3, and longitudinal heads, 5, arranged directly at the edges of said roof and provided with a rabbet 40 in their under edge, as herein set forth, of removable stanchions, 16, removable transverse seats, D, and removable steps, 21, arranged longitudinally at each edge of the floor 1 and having brackets, 23, adapted to take into stir- 45 rups, 24, secured to said floor, as and for the purpose specified.

CHAUNCEY W. TELLER.

Witnesses:

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